

# THE MAFC NEWS FOR FEBRUARY 2020

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Dave Pathe, Karen Barbagelata

## MONMOUTH AREA FLYING CLUB

### Club Meetings

Board Of Trustees:  
7:00 PM 2/6/2020  
Club House

General Meeting:  
9:00 AM 2/15/2020  
CAP Building



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### 2020 Election Results

At MAFC's January meeting the annual election of President, Vice-President, and Board of Trustees was conducted as required by the Club's Bylaws. The cold temperature and predication of possible snow or rain did not hamper an excellent turnout of the membership.

At the conclusion of the regular meeting activities, Ken Ward conducted the election process with vote counting help from election assistants Arun Ayyagari Girish Mandhwani, and Bud Thomas

These are all dedicated members who devote a considerable amount of their time and efforts for the benefit of the Club and its members. Please give them your support and assistance whenever needed or requested.



**Joe Bonacci**  
President



**Tom Griffin**  
Vice President



**Nick Billows\***



**Janis Blackburn \***



**Charles Burke \***

### 2020 Board of Trustee Members\*



**Frank Fine\***



**Tom Flieger\***



**Darren Mattos\***



**John Pereira\***



**Dave Trulli\***



**Tom Smock\***

There are a number of responsibilities and duties which are assigned to the BOT during the upcoming BOT meeting in February. These duties are critical to the running of the club and include:

Maintenance Officer and Assistants: Responsible for insuring our fleet is properly maintained.

Treasurer: Responsible for club finances, paying bills, balance sheet, etc.

Operations Officer: Insures pilot database is current, approves RON's, and reviews the aircraft schedules

Safety Officer: Provides a safety briefing at meetings and oversees adherence to club safety standards.

Membership Officer: Responsible for coordinating prospective and incoming new members

Avionics Officer: Responsible for overseeing aircraft avionics and GPS database updates

Chief Flight Instructor: Insures club instructors meet requirements, approves new instructors, and check-rides / student pilot training are performed to club standards.

Additional information on the duties of Club officers may be found in the MAFC Rules and Regulations.

## A Message From The Outgoing President

As your outgoing president, I want to thank each and every member of the Monmouth Area Flying Club for all of the hard work, ideas, and especially, SAFE FLYING. A club is only as good as its members and this one is great.

There are just too many people to thank personally, I'm sure I'd miss someone or two and I don't want to do that. But, I want you to know that I have certainly appreciated all of you. Anytime someone was called upon to help out with something be it large or small there were volunteers jumping in to help. THANK YOU TO EACH AND EVERY ONE. A small handful of people would not be able to get everything done.

We've had some growing pains recently but I think we have managed to come through that. We have been working on and I know will continue to work on the flight instructor problem. So many of our maintenance issues involve outside problems. Everyone has heard there is a pilot shortage. Well, that shortage goes well beyond pilots. It is an industry problem which includes a shortage of mechanics. Shops have closed. Many of the students graduating from maintenance schools are being grabbed up by the airlines and there are fewer going into general aviation. When an airplane heads to "the shop" it just seems to take longer and longer to get work done. And, of course, two local mechanics have recently passed away.

On the other hand, we've just had two SAFE years!! Thank you for your safe flying. WT is just about to be paid off and will have an overhauled engine within the next few weeks. Our amount of flying has been quite high—and that's what an aero club is all about. And, we are in good shape financially.

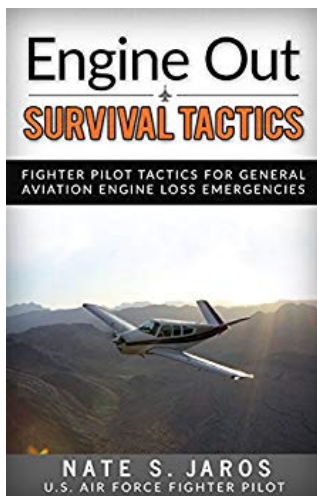
So, thank you for allowing me to serve you as your president the last two years.

Janis Blackburn

**Test:** When should the pilot have the seatbelt fastened? Shoulder harness?



## A Good Read: Engine Out Survival Tactics, Submitted by William Fence



Are you prepared to handle an engine loss event in your single engine piston aircraft? Are you current and trained in all aspects of the General Aviation engine loss situation? What is your best glide speed, best glide ratio? Do you know where High Key is?

Did you know that about 30% of all General Aviation single engine aircraft crashes are the result of a mechanical engine failure? Are you prepared? Seriously...are you ready?

Engine Out Survival Tactics is a book for single engine General Aviation pilots, Certified Flight Instructors, and Flight Schools and will teach you advanced engine loss recovery techniques from the unique perspective of a US Air Force Fighter Pilot and Test Pilot. This book will take your knowledge and preparedness to the next level!

With advanced discussions on glide ratios, emergency procedures, critical action checklist steps, landing site selection, the gear up or down debate, and military style overhead and straight-in engine out landing procedures, Engine Out Survival Tactics takes your knowledge and training to a higher level that has never before been taught to General Aviation pilots. There is also an

excellent overview of engine loss training and options when in Instrument Meteorological Conditions as well as ways to use your modern engine monitor to identify a pending engine loss event.

Engine Out Survival Tactics also includes real life engine loss stories from real pilots. Hear what happened to them, and how they survived!

If you are uncertain about your ability to safely recover your single engine aircraft, in any situation, and SURVIVE...then this is the book for you.

## Dunken Pilot!

A man reveals that he is a commercial airline pilot who is frequently drunk while on national TV. The confession was taped and can be seen on You Tube at:

[www.youtube.com/watch?v=8XC3Hc-rAkk](http://www.youtube.com/watch?v=8XC3Hc-rAkk)



**CFI Reference Chart & ID Cards by Charles Burke**

To assist those who are seeking a CFI, a survey was conducted of those listed on Flight Circle and the data is posted in this spreadsheet. In addition, special ID tags were created and distributed to the CFIs.

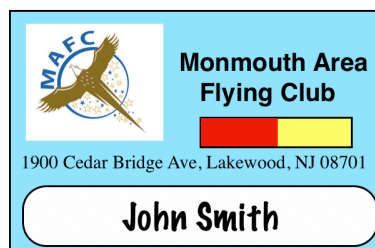
Copies of this information can also be found on the club's web site at <http://www.flymafc.com/membership.html> , our Facebook page and on the bulletin board in the clubhouse.

V1.2 1/21/20	Anthony Astray-Caneda	Brandon Bjelka	Janis Blackburn	Frank Fine	Tom Flieger	Al Miller	Joe Shimak	Dennis Smith	Joe Stephens	Javier Perez Hernandez
<b>Student pilots</b>	Yes	No	Yes	No	Yes	Contact for info	Yes	No	Yes	Yes
<b>Advanced training</b>	Yes	No	No	No	Yes contact for more info	Yes Contact for info	Yes	No	Yes commercial	Yes contact for info
<b>Biennial flight</b>	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>6 Month check ride</b>	Yes	WT only	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>MAFC Aircraft checkout</b>	Yes	WT only	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Night checkouts</b>	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
<b>Ground school</b>	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No
<b>Specific days or times</b>	Only Sundays	Contact for info	See Flight Circle Schedule	Contact for info	All days except Sat	Contact for info	Weekends & evenings	Contact for info	Please inquire	Mon-Fri after 4 PM
<b>Contact Info</b>	tonyastray@yahoo.com 786-270-7126	brandon.bjelka@gmail.com 732-673-3404	janiskb@verizon.net	thefines@junocom.com 732-681-5286	motsair@Hotmail.com 7326719327	amiller957@aol.com 848-448-7639	steves@bestfencenj.com 609-709-3301	cptdsmith@gmail.com 7329796607	josephstephens@mac.com 732-267-9866	peritos92@hotmail.com 8484696720

**New Club ID Tags**



Elected or Appointed Leader



Both a CFI & Elected or Appointed Leader



CFI

**Spotlight on: Ben Renzik**

Venturing into flying came about by accident. I enjoy skiing and after the close of a season, about twelve years ago, I began looking for a new venture. This led to my first exposure to flying when a MAFC member took me up for a ride. It was a thrill to experience flight but I was not in a position to pursue lessons at that time. Then, two years ago, things changed and I jumped at taking lessons at KLNS in Cessna 172 with glass cockpit G1000.



Continued

I joined the MAFC two months ago and am now working with CFI Tom Flieger. While I am still a student pilot with about 40 flight hours, there is light at the end of the tunnel and I hope to take the flight test in the near future.

I was born and grew up in upstate but then NY moved to Lakewood around 12 years ago. I traveled a lot, too much to put in so few words, and went to Jewish orthodox schools. Being settled in this area has opened a number of opportunities and one is obtaining my pilot's certificate!

### **MAFC History by Charles Burke**

The MAFC History Committee has been doing a great deal of work to locate information about the club and this is the first report compiled by committee member Chaim Grunberger. Chaim reviewed the video that is now on You Tube at: [www.youtube.com/watch?v=DNg3tbR3f0M](http://www.youtube.com/watch?v=DNg3tbR3f0M) and illuminated the program by outlining a few important points.



### **An overview of the video by: Chaim Grunberger**

(The Story of MAFC's beginning, a review of the informal chat among the who created the club can be summarized by these facts:)

1. The club was started by the Fort Monmouth Army Flying Club, but wasn't able to conform to all army regulations, and eventually became MAFC.
2. When the MAFC began its initial fleet consisted of a 152, and leased a Cherokee 180.
3. The original By-Laws and Rules & Regulations were written by Steve Davis.
4. At the first meeting the fees requested were \$42 per member.
5. The club was started at Monmouth Executive Airport in Wall.
6. When purchasing the first 152, it was test flown a few times around the field, and on the third trip, the engine failed due to water freezing in the fuel tanks.
7. Another time a student pilot took the same 152 on a trip to Lancaster, and needed to make an emergency landing on a racetrack due to fuel starvation.
8. One of the primary reasons the original Fort Monmouth club was shut down, was that the law required someone to be present and ready with a fire extinguisher when starting the engine, and obviously no one was interested in volunteering.
9. The initial By laws stated each additional 17 members required the purchase of an additional plane.
10. After leaving Monmouth county airport, 3 planes were moved to Lakewood, and 2 to Marlboro. A trailer was purchased for the Marlboro airport, and eventually when that airport was shut down, the trailer was moved to Lakewood.
11. October 11th 1997 the club hit a low point with the crash of a Piper Arrow (N3981T), 4 people lost their lives in the crash. The club was deemed to be innocent of any malpractice.

**Maintenance Report** by Dan Coles



*Note that this will be the final maintenance report submitted to the newsletter by Dan Coles. Dan cannot be thanked enough for taking the time to rearrange his notes and then share them with the club.... THANK YOU DAN*

**N66977-C152** The throttle cable has to be changed because it is frozen and couldn't be moved. At last report the new cable that had been ordered arrived and it has the same problem as the cable it is replacing. The Lakewood maintenance shop is looking for another cable. Hopefully when you read this they have found a functioning cable, installed it and the aircraft is back on line.

**N67818 C152** This aircraft was at BP Air for an annual inspection. The last item to go into the aircraft before returning was the attitude indicator. Billy O sent it to Rudy's aircraft instruments where it was overhauled.

**N4287Q-C172-L** The pad heater plug needs to be relocated for easier access. The GPS unit needs to be looked at. Last report I received is that it wouldn't turn on.

**N93KK C172 M** The left main tire was reported to be low on air according to flight circle. This tire was changed at Lakewood. One of the seats is in need of repair. The pad heater plug also needs to be relocated for easier access. This aircraft has been to BP Air for an oil change and 50 hour service. We had the heater plug relocated at that time to give us easier access. We exchanged it with N67818 that was there for an annual inspection.

**N268BG-PA28-181** This aircraft was at Ocean Aire for an oil change and 50 hour service. We are looking into repairing the #2 nav/com display.

**N55804-PA28-28** The squawk about the electric trim was not working and the manual was very stiff to operate is still open. Due to unavailability of original parts we will be looking into other options to make this work.

**N61WT** The aircraft is at Ocean Aire for the engine overhaul and propeller replacement. The engine has been removed and shipped to Signature Engines 4760 Airport Road, Cincinnati, Ohio 45226. They are located at Lunken Airport KLUK. On Friday afternoon 1/17/2020 I received a phone call from John F. Buckles Accountable Manager / COO that the engine is finished and ready to be shipped back to Ocean Aire. Ocean Aire is aware of this and is expecting the delivery. We will be looking for club members to help with the initial break in of the engine and will be supplying the pilots instructions on how to operate the engine during this time.

**The Ultimate Way to Board an Aircraft** by Nick Billows

Watch as to guys in flying outfits jump off of a mountain then glide into an aircraft!

[www.youtube.com/watch?v=OPS7bu4LH6Y](http://www.youtube.com/watch?v=OPS7bu4LH6Y)



**In Remembrance** by Charles Burke



Art Martone

The past few weeks have brought with them news that aviation and the club, have lost several important people. Two of them were outstanding aviation mechanics, first was Tom Rae and then Mike Barchi. But within the MAFC family, the tragic loss of Art Martone can hardly be put in words. Putting aside his remarkable military achievements that include two Purple Hearts, Art was a leader within the club and has left an indelible mark that will last forever. But for those who did not know him, for all of his accomplishments, he was the epitome of what the word, "gentleman" means. A straight shooter who was an expert pilot and, at the same time, a humble and unassuming person.

I had the honor of flying with him many times as we searched for the elusive \$100 hamburger. Seated next to this giant in aviation was nothing short of inspirational. He was a serious and incredibly knowledgeable pilot but also had a great sense of humor. If you wish to get a glimpse of it, take a look at the September 2016 issue of the newsletter, page 2, titled, Art Martone Crashes 5 Times And Is later Revived by A Former Playboy Model!!

[www.flymafc.com/NewsLetters/2016/MAFC%20Newsletter%20Sept%202016.pdf](http://www.flymafc.com/NewsLetters/2016/MAFC%20Newsletter%20Sept%202016.pdf)

He has left shoes that will never be filled by those who come after.

The runway at N12 is fairly simple and straight forward to navigate but it is an exception to the rule on large airports. This remarkable simulator that is offered by the FAA, provides you with an opportunity to gain a better idea as to how to handle your aircraft while on the ground, Check it out for yourself at Runway Safety Pilot Simulator [www.runwaysafetysimulator.com](http://www.runwaysafetysimulator.com)



**Answers to the test:** Technically, the lap straps should be fastened at all times but the chest belt is only required during take off and landing.

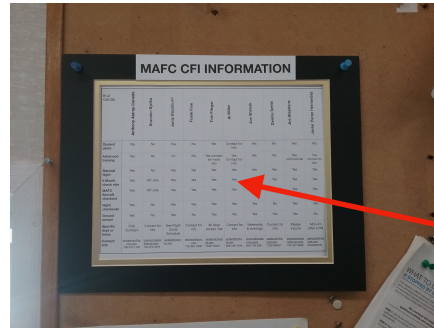
**Announcements**

Hannah Umberger passed her commercial test on January 23!! Joe Shimak was the instructor

Although he soloed an aircraft several years ago at Sullivan County, NY, then took a long break, today student pilot, Israel Pionczak, did his first solo in a C172. Janis Blackburn Instructor



Dennis Smith, a CFI, is looking to take the right seat with new pilots who would like to fly with a companion for support..no fee. If you are interested, give him a call or send an e-mail. His contact info is on the Flight Circle membership list.



A copy of the CFI reference spreadsheet is now posted in the trailer.

**Takeoffs are optional but landings are mandatory**

